

Report of directors of the RIbemarla + Chasapeake canal co. 1871



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SIXTEENTH ANNUAL REPORT

OF THE

PRESIDENT AND DIRECTORS

OF THE

Albemarle & Chesapeake Canal Company,

FOR THE

FISCAL YEAR ENDING SEPTEMBER 30, 1871.

NORFOLK:

TED AT THE JOURNAL JOB OFFICE, ATLANTIC BLOCK. MAIN STREET. 1871.



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SIXTEENTH ANNUAL REPORT

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FISCAL YEAR ENDING SEPTEMBER 30, 1871.

NORFOLK:

PRESIDENT:

MARSHALL PARKS.

SECRETARY AND TREASURER:

B. F. TEBAULT.

AUDITOR:

A. C. POWELL.

COLLECTOR:

ISAAC H. PARKER.

REPORT.

To the Stockholders of the Albemarle and Chesapeake Canal Company:

Since our last annual meeting the canals of the Company have been in constant use, and the navigation has not been interrupted. The excavation made through Blackwater Flats in 1869 continues in good condition. It extends from the mouth of Blackwater Creek to a short distance below Ferebee's Island, in North Landing River, near Currituck Sound, a distance of six miles. The channel is only about forty feet wide at bottom, and the river being from half a mile to one mile in width, it is necessary to mark it by buoys and stakes, which are kept and maintained at the expense of the Company. Lately many large rafts of timber have passed through the river, carrying off all the stakes, and pilots having no other marks to guide them, frequently run their vessels aground.

A light house on Ferebee Island, and another at the upper end of this channel, would be of great assistance to the pilots. Small stakes cannot be seen at night, and to drive piles would endanger navigation. The attention of the Light House Department has been called to the deficiency of lights and buoys on the channel. Application has been made to the Department for two screw-pile lights, one to replace the light long maintained by the Company off Bell's Island, and the other off Mackey's Island, Currituck Sound. These two lights are very important to the safe navigation of the Sound at night, and it is hoped that Congress will make the necessary appropriation during the ensuing year to enable the Light House Department to erect them.

SOUTHERN BRANCH ELIZABETH RIVER.

The Elizabeth River is navigable for vessels from Norfolk to the locks of the canal, for vessels drawing eight feet water at high tide The rise of tide averaging three feet, it is therefore quite impossible for vessels drawing more than five feet to go up to the locks at low water, hence a delay of a few hours often occurs in reaching the canal, interfering with the regular departure of steamers from Norfolk. To make this channel sufficient at low water will require an improvement of the river, and it is hoped the recommendation made by the United States Engineers, who are now making an instrumental survey of the river, will induce Congress to make the necessary appropriations for its improvement.

NORTH LANDING RIVER.

This river, from the end of the canal at North Landing, is generally in good condition, and for vessels of ordinary length sufficient for the purposes of navigation. The removal of a few shoals and cutting off several points would improve the channel for steamers of greater length and tonnage.

CURRITUCK SOUND.

This beautiful sheet of water is ample for vessels drawing from six to seven and a half feet, depending upon the force and direction of the wind. Should the wants of the country at any time hereafter, require the enlargement of the canal, it would be necessary to improve the channel through this sound. There has existed a shoal some half mile in length off Bell's Island, where deep vessels have been detained during the prevalence of Northwest winds. The bottom being quite hard, when vessels grounded it was found impracticable to haul them off, and the Company has caused a channel nine feet in depth to be excavated through it. Owing to the exposed location of the work the Company's steam dredge was not deemed sufficient to execute it, and the powerful machine of the Virginia Dredging Company was secured to do it. The work is now completed, and it is hoped that no delay in the navigation at that point will ensue hereafter.

CEDAR BAY.

The light house which marked the entrance to the channel through Cedar Bay to the canal, having been destroyed last winter, has not been re-erected. It is an important light, and without it pilots find it difficult to enter the canal at night. It was the intention of the Company to replace this light, but it was suggested that the Light House Engineer, seeing its impor-

tance, would recommend that it be replaced by a screw-pile structure, capable of resisting the sea, and of greater illuminating power.

COINJOCK BAY.

The canal through Coinjock Bay has washed very much during the past year, and the west bank is scarcely observable at high water. It would be well to raise this bank several feet, so that on a change of wind, when the current sets to the southward, the water could not enter the canal except at Long Point. This would reduce the velocity of the current through the canal, and perhaps contribute to preserve its banks. Every effort to induce vegetation on this section has failed, perhaps from the fact that for many years a larger portion of the bank has been submerged.

NORTH RIVER.

The southern terminus of the canal, connecting with North River which empties into Albemarle Sound, dredged out a few years ago, may require some attention the ensuing year. During a heavy blow from the Northward, when the current moves South, it scours the canal below Coinjock Bridge to such an extent, that the depth has increased from its original eight feet to twelve feet in many places. The material thus washed out having reached the river and lost the force of the canal current, is deposited near the entrance and forms a bar, which at low water, may be an obstruction to navigation. The use of a dredge may be required to restore it to the necessary depth.

VIRGINIA CANAL.

The northern section of the canal in Virginia, with the exception of the middle division, and that part lying through a sandy soil between Great Bridge and the locks, received and required but little attention during the past year. Near Joliff's and Old's Point, several land slides through a sandy cut had to be removed and deepened. Below Great Bridge, for the same reason, the services of the dredge were required for some time. This portion of the canal, less than half a mile in extent, has cost more for repairs than the entire canal in Virginia. The excavation being through a ridge of sand, to preserve a suitable slope will require an enlargement of the prism of the canal. It would perhaps be proper to place sheet-piling for a considerable distance,

and cover the slope of the bank with muck, so as to induce vegetation, which has proved the best barrier to resist the action of the water displaced by the passage of steam vessels. The bank in the middle and first section of this canal is so high that our steam dredge cannot deliver over it the excavated material, and the labor to trim it back, greatly enhances the cost of the work; it has been suggested to build a floating-boom derrick as a remedy against such an expenditure. An elevated railway would answer perhaps; but is attended with considerable expense in the preparation of additional mud-buckets and pontoons for its movement. A new steam dredge, with the improved elevated and extended crane, would be the most expeditious and the cheapest mode; but the cost of such a machine is greater than the resources of the Company will justify at this time.

CAROLINA CANAL.

With the exception of that portion through Coinjock Bay, mentioned in the first portion of this report, the Carolina Canal is in good condition. That part of it from Church Island Road to the southern end, with the exception of a short space near the bridge, requires the removal of the heavy trees and bushes which have grown on the west side of its banks. The vegetation has preserved the canal from abrasion, and its condition to resist the action of the water cannot be improved. To prevent the larger growth of trees, it may be desirable to cut them the present winter.

BRIDGES.

The bridges over the canal have demanded considerable attention during the past year. All our bridges having been destroyed during the war, they were replaced in a great hurry with inferior lumber, and consequently they decayed rapidly. Bridge No. 1 (Great Bridge), was replaced last year, and lately, Bridge No. 3 (Coinjock), has been entirely renewed. No. 2 (North Landing), is now being rebuilt. Were the means of the Company sufficient, it would perhaps be economy to renew them with iron structures and stone piers.

LOCK.

The Lock has worked well, and from its peculiar construction, so well adapted to the trade, rafts half a mile in length pass

through it without being disconnected. The time and expense saved to lumbermen by this arrangement is appreciated by them. The gates which have been in use ever since the construction of the canal have had slight repairs during the past year; but are now in a questionable condition. Arrangements have been made for building two pairs; and, if, on taking the others out, it is found that by repairing that portion above water, and the part more exposed to decay, they can be repaired, they may be restored without very great additional expense. It is proposed at the first favorable opportunity to build gates of iron, as being more durable. As no Iron Lock Gates are used on the canals of this country we shall, if we introduce them, be the pioneer in this, as we have been in so many other improvements.

STEAM NAVIGATION.

This canal is the only one in this country on which steam is used exclusively. The Legislature of the State of New York, at its last session, offered a reward of one hundred thousand dollars (\$100,000) to any party that would introduce steam as a motive power on the Erie Canal, in a manner that would prove as economical as horse-power, and attain a higher rate of speed. Such a large reward has stimulated the inventive genius of our people, and hundreds of plans have been suggested, not one of which, to this time, has accomplished greater results than are now obtained on this canal.

When the Albemarle and Chesapeake Canal was projected as a steam canal, with no tow-path, its projectors were locked upon as visionaries. The result of their labors has proved the soundness of their judgment. More than 35,000 vessels have passed through their canal, propelled or towed by steam, no animal power having been used.

INLAND NAVIGATION.

The inland navigation, extending from the sounds of North Carolina to Baltimore, Philadelphia and New York, continues to attract the attention of shippers. Efforts are being made to induce capital to embark in the establishment of a steam tow-boat line, with suitable barges, to run from all portions of eastern North Carolina and Virginia to Norfolk, thence, by inland route, to the great Atlantic cities. It is believed the expense of trans-

portation can be reduced below that of sail vessels. The great increase of the traffic in lumber, railroad ties, shingles, staves, corn, naval stores, telegraph poles and heavy ores, makes the establishment of such a line a necessity.

During the past year many enterprising lumbermen have purchased largely of timbered lands in Eastern North Carolina, bordering on the creeks and rivers, and have gotten out a vast quantity of mill timber, which has been rafted to the North. This business is destined to create a revolution in the lumber trade. The towing through the sounds and up the Chesapeake Bay has been done with economy and safety; in fact, the loss has been far less than that on the Susquehanna river.

THE COMMERCE.

The business of the canal has steadily increased—not so rapidly as we could wish-but still there has been a steady increase, notwithstanding there has been no addition to the population of the country. Immigration has not set in. The Northwest still continues to attract foreigners. Until some concerted movement is made to induce immigration to the South, its superior advantages in climate, soil and markets, will not be appreciated. Eastern North Carolina presents inducements to settlers which need only to be known to prove attractive. The country adjacent to this canal embraces a territory as large as all the New England States together, excepting Maine, and has a navigation execceding eighteen hundred miles in extent, offering easy and rapid communication to the principal markets of the country. If these facts were known to the emigrant, the population of this section would be augmented to double its present number before another decade.

The increase in cotton during the past year has been 9,562 bales; fish, 5,924 barrels; peas and beans, 3,167 bushels; potatoes, 7,215 bushels; wheat, 987 bushels; timber and sawed lumber, 674,593 feet; shingles, 15,529,400; staves, 134,000; fresh shad, 200,000; watermelons, 23,600.

The following articles decreased: Naval stores, 5,256 barrels; eorn, 64,700 bushels; railroad ties, 11,824; wood, 5,252 cords.

There has been a considerable increase in articles not heretofore particularly mentioned, viz., juniper, poplar and beach logs, rafts, 49; 1,967 cords; peaches, 8,335 boxes; passengers, 3,813.

The number of vessels going north was 2,471; south, 2,429; total, 4,900; composed as follows: Steamboats, 1,656; schooners, 944; sloops, 555; barges, 183; lighters, 1,030; boats, 483; total, 4,900.

THE REVENUE.

The tolls, north and south, last year were \$47,662.56; this fiscal year, \$55,778.72; a gain of \$8,116.16. The towing last year was \$10,567.61; this year, \$8,806.77; making a loss of \$2,760.79.

The Dismal Swamp Canal in its most prosperous year, 1853, received for canal and road tolls only \$45,119.16. At that time there was shipped among other articles, 24,577 barrels fish; 32,760 barrels naval stores; 1,560,845 bushels corn, 63,364 bushels wheat; 1,648,000 feet lumber and timber; 5,700,000 staves, 43,500,000 shingles; &c., &c.

When we consider the age of the Dismal Swamp Canal, it having been constructed in 1787; having had nearly a century to develop its trade, and not having been injured by the late war, we are agreeably astonished at the progress made by the Albemarle and Chesapeake, in so short a time. The relative amount of business may be observed by reference to the tables annexed.

EARLY FRUITS AND VEGETABLES.

Norfolk County has of late years been a garden for New York and other large cities, The rapid and frequent steam communication, centering at Norfolk City, has given great facilities for the transportation of early fruits and vegetables to the Northern markets. Such has been the rapid growth of this business that to accommodate it steamships are daily departing for Baltimore, Philadelphia, New York and Boston. Lands contigouous to the city of Norfolk which before the development of this business, did not command over ten to twenty dollars per acre, are now selling from three hundred to one thousand dollars per acre.

The lands along the line of the canal in Virginia and those upon North Landing River and Currituck Sound, North Carolina, convenient to navigation, may become equally as valuable, because they can produce vegetation from five to ten days earlier than Noriolk, and they possess facilities for reaching the market by water, which is less expensive and better than land transportation.

Statement of Receipts and Disbursements of the Albemarle and Chesapeake Canal Co., for the fiscal year ending September 30, 1871.

1871. To balance on hand as stated per annual account 30h September, 1870	\$5,201 Q	
	876,691 6	6
EXPENDITURES.		_
By paid for attendance and repairs of bridges Nos. 1, 2 and 3 For attendance and repairs of locks	\$1,339 6 1,637 5	
For labor, pile-driving, removing logs, &c	4,860 1:	
For removing shoals, dredging, and placing stakes, in-	1,000 1	()
eluding fuel for dredge	5,911-5	o.
For attendance, &c. (Coinjock Light House)	81.9	
For Coal and Oil for tow-boats\$2,498 81	CT 6	O
For repairs of tow-boats 6,686 28		
For Wages and Provisions, tow-boats 6.000 92		
,	-15,186 - 0	1
For rent and repairs of depot and wharf	1,282 4	3
For coupons from first mortgage bonds	21,183 7	3
For stationery, printing, advertising, revenue stamps,		
traveling expenses &c., also law fees	1,336 9	0
For salaries of President, Auditor, Collector, Secretary		
and Clerk	5,930 0	
For Exchange National Bank loan	7,000 0	
For Norfolk County Township tax on Company's land	36 1	
Balance	10,902 7	59
•	\$76,691 6	6
To balance on hand	\$10,902 7	0
Bills receivable	2,921 7	
	,	
Currituck County bonds	1,300 0	0
	\$15,124 5	8
E. & O. E.		-

E. & O. E.

B. F. TEBAULT, Treasurer,

Norfolk, Va., 30th September, 1871.

OFFICE OF THE ALBEMARLE AND CHESAPEAKE CANAL COMPANY, NORFOLK, VA., October 26, 1871.

To the Directors of the Albemarle and Chesapeake Canal Company:

Gentlemen:—I beg leave, respectfully, to report that I have made a rigid examination of the receipts and expenditures made by your Company during the last fiscal year, as presented by the accounts of the Treasurer, and find them in all cases correct. I again invite your attention, most urgently, to the suggestion I made to you at the time of my last annual report, which was the propriety of setting apart a portion of our annual earnings as a sinking fund for retiring the bonds of the Company now outstanding.

There is nothing that gives greater stability and character to a company than an unflinching determination to pay its indebtedness, and the best evidence of this determination is the pledge and actual deposit of a portion of its funds for that purpose.

Respectfully submitted,

A. C. POWELL, Auditor.

Statement of Affairs of the Albemarle and Chesapeake Cam September 30, 1871.	al Company
Authorized Capital	\$1,500,000 00
LIABILITIES.	
Stock held by the State of North Carolina	
magain agus ann an Airm an Air	\$888,100 00
Bills payable	2,776 15
Open accounts	1,080 00
Total liabilities	\$891,956 15
Liabilities as indicated	\$891,956 15
First mortgage bonds issued	400,000 00
Total liabilities, including bonds	\$1,291,956 15
ASSETS,	Marin de de de de la prophilie de de una
First mortgage bonds (\$400,000), all issued	
Currituck County bonds	\$1,300 00
Cash and bills receivable	13,824 58
Total assets	\$15,124 58

Comparative Monthly Statement of Receipts, Albemarle and Chesapeake Canal, for the fiscal year ending Sept. 30, 1871.

			49	05		18 91 69	\$8,806 77	5 49
Total.	5,099 00 4,550 30 4,551 90 4,903 74 6,311 77 6,311 77 6,990 04 7,090 04 7,000 25 7,200 31 7,200 31 7,2	64,585 49	64,585 49	\$5.851 02		\$5,216 81 3,589 96	\$8,80	\$64,585 49
Tolls.	\$4,351 93 4,164 06 2,958 97 2,996 05 5,107 65 6,051 07 6,051 07 5,110 60 3,896 80 4,246 26 2,46 26	55,778 72	\$64,075 99	•	TOWING.			1,201 15.
Towing.	747 07 492 33 592 93 592 93 592 93 7,075 47 1,204 14 960 07 988 97 585 65 373 441 69	8,806 77	1)			North.		1. t.
Month.	October November December January February March April May June July August September		Receipts from Tolls and Towing for the fiscal year ending 30th September, 1871	Excess over the year ending 30th September, 1870	- E	\$470 00 S	\$509 50	age and Towing, as above
Year.	1871		th Septe		PERCENTAGE.			luded in
Total.	5,255.79 5,255.79 5,708.82 6,708.83 4,988.17 5,200.07 6,050.07 6,050.21 6,050.21 6,050.21 6,050.21	58,230 17	ar ending 30	70	PER	North		ssels and inc
Tolls.	4,300 50 4,4282 98 4,417 194 4,485 58 2,706 90 8,885 85 4,288 85 4,288 85 2,799 61 5,079 61 5,076 62 1,001 08	47,662 56	the fiscal ye	percentage.			\$55,269 22	, as above
Towing.	\$54.29 \$25.34 1,151.02 1,109.50 1,109.50 1,00.48 1,00.	10,567 61	Tolls and Towing for percentage on orders	ding 30th Se		\$42,174 26 13,094 96	1 10%	and Towing s received fr
Month.	October. November. November. January. February. March. May. June. June. August. August.		ts from Tolls and '' percentage	s over the year en	TOLLS.	North \$42,174 26 South 13,094 96		Total Tolls, Percentage and Towing, as above
Year.	1869 1870 1870		Receip	Excess		North		Total 1

NORFOLK, VA., September 30, 1871.

Comparative Statement of Tolls and Towing received during the years ending 30th September, from 30th September, 1865, to 30th September, 1871.

TOLLS. Year 1866. Received for year ending 30th September, 1866............ \$41,346-54

6.6	1867.	66	6.6	6.6	1867 48,682 01
6.6	1868.	6.6	6.6	6.6	1868 47,872 43
66	1869.	66	66	6.6	1869 45,073 60
6.6	1870.	4.6	6.6	66	1870 47,662 56
6.6	1871.	44	66	66	1871 55,778 72
Tota	l tolls fo	r six vears			\$286,415_86
			TOW	ING.	
Year	· 1866. R	eceived for y	ear ending	30th Septen	iber, 1866 \$9,241 75
4.6	1867.	66	44	66	1867 10,810 83
6.6	1868.	6.6	6.6	6.6	1868 10,398-14
6.6	1869.	66	44	4.6	1869 11,452 26
6.6	1870.	**	4.6	4.	1870 10,567 61
6.6	1871.	"	66	"	1871 8,806 77
Tota	l towing	for six years			\$61,277 36
	8	J Comment			
			RECAPIT	ULATION.	
Rece	ipts from	n tolls and to	wing for th	e years 1861,	'62, '63, '64 & '65.\$160,566 19
6.6	•	"	66		ng Sept. 1866 50,588 29
6.6		"	4.6	66	" 1867 59,492 84
6.6		66 66	4.6	44	" 1868 58.270 57

1869 56,525 86 4.4

4 6 58,230 17 1870..... 66 46 66 1871..... 64,585 49

Total from tolls and towing for 11 years ending 30th Sept. 1871....\$508,259 41 Receipts from other sources from 1861 to 1865, inclusive...\$8,992 81 1866 to 1871, .. 6,543 94 15,536 75

NORFOLK, VA., 30th September, 1871.

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INWARD RECEIPTS of Produce through the Albemarle and Chesapsula Const for the fiscal year ending September 30, 1871.

Asytik	81,900	36,600	97,700	202,540	167,401	76,732	66,850	46,650	31,600	15,000	46,613	197,550	1,047,136
.solgnid2	4,701,775	3,755,170	1,787,075	2,086,500	2,868,915	3,857,000	4,465,390	4,944,825	5,488,400	4,172,475	5,479,135	4,933,975	48,540,625
Feet of Lumber, floard Measure.	781,900	659,650	640,235	340,145	669,060	941,506	1.889,271	1,134,621	2,443,330	1,271,508	1,395,744	1,322,020	12,799,180
Bushels Pennuts,	:	:	:	:	:	1,800	:	:	:	:		:	1,800
Rabt Blocks	3,00	:	200	6,500	:	18,000	1,200	4,000	:	:	2,000	:	35,200
Bushels Wheat.	3,921	264	341%	188	:	0#	320	380	:	2,045	1,042	:	8,195%
Bushels Potatocs,	253	1,553	1,535	1,078	3,612	3,952	2,506	2,858	1,831	416	920	1,592	22,436
Beans. Beans.	282	1,337	1,259	1,418	1,789	2,599	1,765	57.1	108	ţ-	:	168	11,603
Bushels Corn.	14,990	7,531	32,389	54,468	86,581	35,914	26,176	17,096	7,650	18,453	9,590	5,003	315,840
Buspels Flaxseed	:	134	5-0	:		:	:	:		210	52.5	1,453	2,781
Barrels Spirits. Turpentine.	:	65	:	~	:	35	:	:	:	:	:	#3	63
Barrels Mayal Storces.	510	585	26	1113	202	648	216	122	용	13	25.9	938	3,782
Bble, Fish,	12	186	336	197	288	1,236	6,351	9,606	56	15	00	#Ji	18,263
Bales Cotton.	2,343	4,658	4,869	5,571	5,199	2,005	835	441	823	183	212	1,106	28,448
MONTU.	0ct	Nov.	Dec	Jan'y	Feb'y	Mar'b	April.	May	June.	July.	Aug	Sept.	
YEAR.	1870	3	3	1631	3	:	3	4	7,	3	3	3	

Watermelons.	:	:	:	:	:	:	:	:	900	90,662	6,130	:	56,949 96,
Cords Beach Logs	:	:	:	:	:	8	287	:	23%	24	क	:	146
Corde Poplar			:	:	:	H	10	:	:	:	:	:	F6:
Cords Juniper Logs.	258	100	100	130	3	Ţ.	598	132	27432	89	244	:	1,797.55
рохея Бевсрек.	:		:	:	:	:	:	:	1,131	4,156	13	,;	8,335
Ъзевердета.	3.8	112	68	201	241	111	161	163	179	147	168	146	1,988
Fresh Shad.	:	:	:	:	9,800	164,291	48,301	:	:	:	:	:	232,401
Blue Fish.	:	11.101	:	:	:	:	:	:	:	:	:	:	14,104
Pounds Bacon.	1,035	6,511	14,683	7,086	7,450	2,110	4,945	2,025	1,215	9,778	1,730	3.256	51,769
Pggs-Zumber of	1,118	73.1	1,400	1,946	4,015	6,291	4,861	6,071	9,669	2,132	1,925	1,441	35,949
Cords Wood.	四1元	67.1	130	553	553	349.4	191	631%	513	373%	402%	296	6,469
Railroad Ties.	1.0-7	4,450	73	500	1,000	:	2,753	6.148	1,890	2,051	3,652	1,530	35,616
Pounds Iron.	14,050	100	:	600	10,050	4.000	6,913	29.550	11,400	15,913	13,250	10,700	125,186
Ponnds Rags.	1,650	000'9	1,653	2, 100	3,710	3,713	7,031	2,948	2,816	1,750	12,946	3,650	50,300
MONTH.	October	November	December	January	February	March	April	May	June	July	Augnst	September	
YEAR.	1870	:		1871	:	*	:	:	:	:	:	:	

NORPOLE, VA., Sept. 1 der 30, 1871.

A General Statement of leading items of the business of the Albemarle and Chesapeake Canal during the years ending 30th September, from 30th Sept., 1865. to 30th Sept., 1871, both inclusive.—INWARD.

							-	-	-	Statement of the Party of the P	The state of the s	STREET, SQUARE, SPANISH			-	-
YEAR.	MONTH.	Bales Cotton.	Bbls. Fish.	Bbls. Navail Bbls. Spts. Stores. Turpentine.	Bbls. Spts. Turpentine.	ic. Bus. Fla	· X	ushels Bus. Peas Bus. Po- Corn. and Beans tatoes.	ns. Peas nd Beans	Bushels Bus, Peas Bus, Po-Bushels Corn. and Beans tatoes. Wheat.	Bushels Wheat.	Last Blocks.		Busheis Ft. Lumber Peanuts Bd. Meas're.		Shingles.
1866	September	6,977	16,561	16,515	916		923	220, 154	7,323	7,398	22,520		:	3,137,360	30,	30,886,502
1867	;	16,057	21,275	10.703	318		218 2	268,190	6.929	5,957	8,337	:	:	6,442,166		717,689,717
1868	3	16,099	11,547	5 716	11.		451 1	111,030	4,687	10,318	5,526	:	:	6,540,945		45,813,365
1869	3	7,629	8,155	8,617	62		688	110,783	10,473	16,878	15,700	11,928	:	10,197,419		44,185,263
1870	;	18,686	12,339	9,028	110	र्क	2,300 3	380,516	8,436	15,231	7,208	:	:	12,124,587		33,011,225
1871	3	28,218	18,263	3,752	<u> 33</u>	್:	2.781 3	315,840	11,673	22,436	8,195 1/2	35,200	1,800	12,799,180		48,540,625
		98,696	88,110	54,871	818	1-	7.361 1,4	1,403,843	49,451	78,208	67,476%	17,123	1,800	51,241,657	1	230, 220, 302
YEAR.	MONTH.	Staves. 1	.hs. Rage	Lbs. Rags Lbs. Iron.	R. Road C	Cords Wood.	Eggs. No. doz	Lbs. Bacon.	Bine Fish.	Fresh F	Passen-Boxes gers. Peaches		Cords Juniper Logs.	Cords Poplar Logs.	Cords Beach Logs.	Water- melons
1866	September	1,234,527	:	:	3	2,601	:	100.496	:	84,917	:	:	į	:	:	
1867	3	2,172,001	:	:	3	5,980	:	67,015	:	163,280	:	:	:	:	:	:
1868	3	2,170,269	:	:	5,709	6,593	:	31,183	:	215,149	:	:	:	:	:	:
1869	3	2,176,253	:	:	39,140	8,2 10	:	7,080	:	:	:	:	:	:	:	91,778
1870	:	917,130	:	:	47,470 1	11.711	:	5 390	:	22,689	:	:	:	:	:	13,341
1871	3	1,017,136	50,300	125,186	35,616	6, 169	33,919	54,769	11,104	222,401	1,988	8,335	1,797%	575	146	96,993
		10,317.316	50,300	125,186	127,865 4	43,484	33,949	265,933	14,104	708,429	1,988	8,335	1,797%	54	146	263,111
								And the commendation of the last	-					-		{

Nouffolk, VA., September 30, 1871.

September, 1871

* Barrels Oil. Bushels Agricul-tural Lime. 97-Passengers. 1:12 Bales Hay. 1163/2 380% 3,2 Tons Ice. Bushels Salt, 27.9 Sacks Salt, 37% 20% 355% 1401/2 Tons Guano. 995-198 Lbs. Iron. Bushels Oveter Cement Casks Lime and Crates Ware, Kegs Nails. feet. Hardware-enbic Dry Goods—Cu-Boxes Tobacco. Boxes Soap and Candles, Boxes Hats Shoes. Bags Coffee Bbls, Sugar. shirits. Spirits. Bbls, Molasses, Bbls Fish. 19,148 .,766 1,417 ,593 ,361 Bbls, Flour. Bbls, Beer and Cider, Bbls, Pork and Beef. Cakes. Ebls, Bread and June Sept Month. Jan. Jul Lear.

NORFOLK, VA., September 30, 1871

A General Statement of the leading it ms of the business of the Albemarle and Chrsapeake Conal, during the years ending 30th September, from 30th September, 1865, to 30th September, 1871, both inclusive. — OUTWARD.

Barrels of Oil.	:	:		:	:	344	344	
Bushels Agricultural Lime.		:	:	:	:	35,494	35,494	
Passengers.		:	:	:	:	1835	1825	
Bales of Hay.		:	:	1579	2738	6323	10,670	
Tons of Ice.		:	:	259	:	79334	105234	
Bushels of Salt.	18,499	36,569	21,623	20,792	11,913	27,871	137,267	
Sacks of Salt.	6717	5555	1921	4411	1,244	66688	37,777	
Tons of Gasno.	487	1925	261	496	1019	655%	48731/4	
Pounds of Iron.	14,150	36 241	21,073	71,601	:	225,498	368,563	and the second second
Bushels of Oyster Shells.		:	:	:	35,313	39,423	74,735	-
Casks of Lime and Cement.	1159	1510	950	3507	4051	1118	12,265	
Crates of Ware.	54	99	₹2	102	134	152	580	
Kegs of Mails.	826	1175	1010	1110	1509	3800	9430	
Hardware-Cubic Feet.	1257	988	151	1219	:	1413	1320	
Dry Goods—Cubic Feet.	18,672	29,612	14,859	13,357	18,107	18,577	106,184	
Boxes of Tobacco.	115	143	17	240	354	419	1311	
Boxes of Soap and Candles	532	1393	1235	2080	6391	7623	19,254	
Boxes of Hats and Shoes.	503	57.5	379	388	902	1165	3717	
Bags of Coffee.	398	853	617	649	166	1381	4692	
Barrels of Sugar,	612	1169	1011	853	1347	853	6845	1.0
Barrels of Spirits.	\$7.4	888	515	968	1347	80-18	6468	Ĉ
Barrels of Molasses.	613	1053	1235	6091	2136	5998	9309	00
Barrels of Fish.	481	307	631	1109	2212	1607 2	6347 9	-1
Barrels of Flour.	4335	2092	6637	8474 1	16,321 2	19,148	60,522 6	V. C. L.
Barrels of Beer and Cider.	33	103	88	62	Z	508	536	U
Barrels of Pork and Beef.	483	1574	3262	2405	3709	4728	17,161	
Barrels of Bread and Cakes.	415	954	1013	1087	1011	1248	5728	TIL
'HINON	Sept.	3	3	3	33	3		Monagara
YEAR.	1866	1867	1868	1869	1870	1871		-

REPORT of Number and Class of Vessels passing through the Albemarle & Chesapeake Canal, for the fiscal year ending 30th September, 1871.

Year.	Month.	Steamers.	Schooners.	Sloops.	Barges,	Lighters.	Boats.	Rafts.	Total.
1879	October. November December. January Pebruary March April May June July August September.	144 139 116 143 151 152 145 145 127 167 139	52 44 110 75 102 122 104 122 52 70 46 45	31 38 37 42 68 104 50 59 40 53 22 31	12 10 9 9 13 12 18 19 20 14 27 20	94 99 96 61 101 72 99 96 83 65 84 80	11 10 21 11 26 38 65 56 104 94 22 25	2 1 6 5 10 13 6 5 1	344 342 389 342 461 536 482 507 429 389 345 324
		1,656	941	555	183	1,030	483	49	4,900
	North	804 852	484 460	269 283	107 76	528 502	230 253	49	2,471 2,429
	Total North and South	1,656	944	555	183	1,030	483	49	4,900

Number and Class of Vessels passing through the Albemarle and Chesapeake Canal from 30th September, 1860, to 30th September, 1871, inclusive.

Year.	Steamers.	Sch'rs.	Sloops.	Lighters.	Barges.	Rafts.	Boats.	Total.
1861	671	1,139	7.1	300	153	8	179	2,524
1862	453	192	88	275	69		188	1,265
1863	377	69	71	292	16		125	950
1864	958	24	15	96	194	5	174	1,391
1865	1,300	266	190	79	122	3	602	2,562
1566	1,062	736	302	338	256	18	921	3,633
1867	1,112	907	358	763	313	29	761	4,243
1868	1,093	944	442	778	* 381	26	1,066	4,730
1869	1,128	752	398	950	207	36	1,017	4,488
1870	1,487	859	437	911	167	35	486	4,382
1871	1,656	944	555	1,030	183	49	483	4,900
	11,292	6,832	2,930	5,812	1,991	209	6,002	35,058

NORFOLK, VA., September 30, 1871.

List of Steamers navigating the Albemarle and Chesapeake Canal, number of passages, and amount of Tolls paid, for the year ending 30th September, 1871.

NAME.	Passen- gers,	Tolls.	NAME,	Passen- gers.	Tolls.
Astoria	103	3,784 57	Amount brought foward	1,027	\$17,485 60
Argo	1	117 50	Jsis	1	36 50
Atlas, Tug	8		Isadore.,	1	87 50
Alpine	1	4 20	Louisa	43	2,836 09
Alio	28	241 05	Lynnhaven	57	930 62
Adams, H. A	6	247 25	Lumberman	52	712 09
Brothers	33	288 43	Lane and barge	45	1,175 13
Cygnet	219	1,639 64	Minder, Ben	29	1,198 58.
Cannon, L G	95	2,823 40	Olive	83	1,411 95
Currituck	59	1,638 63	Pulver, P	8	292 00
Coleman, I. D	48	1,335 90	Rotary	51	1,236 73
Commerce	37	1,289 48	Roanoke (U S. Service)	4	117 60
Chowan, Tug	165		Rose	1	78 00
Croatan, Tug	73		Reindeer (Tng)	9.	
Clarion and Lighter	9	70 18	Rockaway	3	67 75
Carolina, N	33	673 71	Rockwell, J. S	10	181 90
Chamberlain, E	46	1,404 25	Seward (U. S. Service)	1	100 00
Dunn, Emma	- 24	618 73	Stevens, E. A	1	56 00
Dandelion, (U. S. Service)	3	234 00	Talip (U. S. Service)	14	624 00
Endeavor, (U. S. Scrvice)	. 1	24 00	Townsend, Joe	82	662 92
Emma	. 25	819 80	United	. 8	357 92
Guy, Jas	. 1	60 00	Vernon. Mount.	. 4	144 51
Heliotrope (U. S. Service)	. 1	60 00	Virginia and barge	. 2	63 14
Hitchcock	. 1		Washington, Geo	. 12	60 83
Hackensack	. 2	84 5%	Wave, Silver	. 2	68 00
In Time (Yacht)	. 2	21 00	Wentz Mollie	. 20	205 99
Carried Ioward	. 1,027	\$17,485 60	Total	. 1,570	\$30,190 38

INLAND NAVIGATION !

Albemarle & Chesapeake Canal,

CHESAPEAKE & DELAWARE CANAL. And DELAWARE & RARITAN CANAL.

NEW YORK, PHILADELPHIA AND BALTIMO

NORTH CAROLINA AND THE SOUTH,

by Canals and inland navigation for Steunboats, Sailing Vessels, &c., avoiding the dangers of Cape Hatteras and the coast of North Carolina -saving time and insurance.

---:0:---DIMENSIONS OF LOCKS.

				Length.	Width. ft.	Depth. It.
Albemarle and Chesapeake Canal,	-		-	220	40	7
Chesapeake and Delaware Canal,	-	-	-	220	24	8
Delaware and Raritan Canal,	-	-	-	220	24	7
Erie, of New York,	-	-	-	110	18	7

--:(): -

Light-draft steamers bound to Charleston, Savannah, Florida and the West Indies, take this route.

Steam tug Boats leave Norfolk daily, towing sail vessels, barges, &c.,

to and from North Carolina.

Freight Steamers leave Norfolk for the following places regularly:
Edenton, Elizabeth City, Hertford, Plymouth, Jamesville, Williamston, Hamilton, Hill's Ferry, Palmyra, Scotland Neck, Halifax, Weldon, Columbia, Fairfield, Windsor, Winton, Gatesville, Murfreesboro', Franklin, Currituck, Coinjock, Roanoke Island, Washington, Greensville, Tarboro' Indiantown, Bay River, and Newbern.

And the following rivers and sounds: North Landing, North, Pasquotank, Little Perquimans, Cashie, Ycopim, Chowan, Nottoway, Meherrin. Blackwater, Currituck Sound, Roanoke Sound, Northwest, Tulls Creek, Indian, Roanoke, Scuppernong, Alligator, Pamlico, Neuse, Tar, Pungo,

Bay River, Pamlico Sound, Albemarle Sound.

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H. V. LESLEY, Treasurer C. & D. Canal Co., 417 WALNUT STREET, PHILADELPHIA.

Or to

MARSHALL PARKS,

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